

Highlands Neighborhood

(Printed September 2012)

XV.M. HIGHLANDS NEIGHBORHOOD

1. HIGHLANDS OVERVIEW

The Highlands Neighborhood is the area that lies north of NE 85th Street and is bounded by Interstate 405 to the east and the Cross Kirkland Corridor to the north and west. (See Figures H-1a and H-1b.)

The majority of the area is developed with low-density residential use, with the southern portion of the neighborhood designated for medium-density residential. There are no commercial zones located within the neighborhood, although there are several nearby, including Norkirk Industrial area to the southwest, NE 85th Street Subarea to the east, Totem Lake to the north, and downtown.

2. VISION STATEMENT

The Highlands Neighborhood is an ideal residential neighborhood close to the downtown that values its quality of life and limited vehicular access. As infill of the neighborhood occurs, its primary focus as a single-family neighborhood with areas of multifamily development continues. A variety of housing types and styles provide for a changing and diverse population, responding to the needs of young families and allowing people to continue living here long after children leave home. Newer, medium-density multifamily housing is redeveloping in the southern portion of the neighborhood, adjoining the freeway interchange. It stabilizes the image of the neighborhood as a place that welcomes a variety of people at a variety of incomes.

The natural setting of the neighborhood with its valued tree canopy is protected and enhanced. Neighborhood parks are within walking distance and offer active and passive recreation opportunities. An extensive system of pedestrian and bike routes connect the parks.

Since there are no schools or commercial developments in the Highlands Neighborhood, residents rely on nearby shopping areas and institutions outside the neighborhood. The street network provides safe circulation for people and cars. Ample sidewalks promote pedestrian mobility between schools and activity centers. The pedestrian and bike connections within the neighborhood offer nonvehicular choices to commuters. These community connections strengthen the social fabric of the neighborhood.

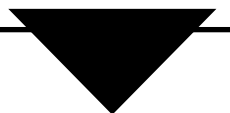
3. HISTORIC CONTEXT

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In order to envision the early history of the Highlands Neighborhood you must consider life without Interstate 405, which was built in the late 1950s and 1960s and created a new eastern boundary for the neighborhood. Prior to I-405, Highlands was connected to and functioned as part of what was then known

as Rose Hill.

From the crest of the western and northern sloping hillsides, territorial views of the Norkirk and South Juanita Neighborhoods, Lake Washington, and the Olympic Mountains beyond are enjoyed.



Homesteads

In the 1870s the area that has become the Highlands Neighborhood included portions of a number of homesteads, including the following: Carl Nelson, Martin Clarke, Dorr Forbes and John Hctor (Source: “Our Foundering Fathers” by Arline Ely). These were located in the area south of NE 100th Street. The Spinney Homestead, for which the Park is named, extended south from the Juanita/Totem Lake area. The homesteads were generally engaged in logging and agriculture.

Boom Development Period – 1910 to 1930

A portion of the Highlands Neighborhood was included in the original 5,000-acre site of Peter Kirk’s development company: Kirkland Land and Improvement Company. The original plat extended north to about NE 95th Street. The current Highlands street layout reflects the original platting from 1890. The original street names were: 112th – Fir Street; 114th – Cedar Street; 116th – Sheffield; and NE 100th Street – Victoria Street. The present NE 87th Street was originally called Piccadilly and was the road to the mill near Forbes Lake. These original street names are now included on the bottom of the current street signs. Installing these signs was a joint project of the City and the Kirkland Heritage Society.

When Burke and Farrar, two Seattle developers, bought the remaining parcels of Kirk’s holdings in 1910, they replatted this area and extended the street system to the north. They also aggressively marketed lots in Kirkland. This was a “boom” time for Kirkland and the surrounding areas with the City’s population increasing from 532 in 1910 to 1,714 in 1930.

Recollections of Life in the 1920s, 1930s and Beyond

An interview with Annabel Jensen in the July 2003 Kirkland Courier article provides a view of life in the neighborhood during the 1920s and 1930s. The article notes: “116th and 112th (Sheffield and Fir) were gravel roads then. There was no 405 – Slater Avenue and NE 90th went through to upper Rose Hill. NE 85th was called the Kirkland-Redmond Highway. All the houses were on big lots, with gardens and orchards, dirt driveways, wells and outhouses.” She noted that all the kids worked during the summer picking raspberries and that it was a rare treat to go swimming in the lake. Marina Beach did not exist and “you had to push through the bushes to the water if you wanted to swim. Instead, everyone went to one of the resorts on Juanita Bay where there was ‘a nice sandy beach, a two story clubhouse with a dance floor upstairs and an amusement park in the summer with Dodge ‘Ems’ (bumper cars).”

*Grange Hall, formerly Acker /s store,
was a neighborhood gathering place.*

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She noted that there were three grocery stores within a stone's throw of the south part of Highlands. Leatha's Store, also called the Rose Hill Grocery, was on the southeast corner of NE 90th Street and 116th Avenue NE. "It had a gas pump and one of the only telephones around – so everyone came to use it." You picked up the receiver and asked the operator to place your call. Across the street was Acker's store that later became the Grange Hall, and was used for meetings, dances and voting. (The building still stands in 2005.) On the corner of NE 90th Street and 124th Avenue NE (Virginia Street) was Belt's store and a community center where they had dances, fairs, weddings and all types of community activities.

Students went to Rose Hill Grade School, which was located on 122nd Avenue NE just south of the Presbyterian Church on NE 90th Street. At one point, the school burned down and was rebuilt. At its peak about 150 kids went there. After Mark Twain Elementary and Peter Kirk Elementary schools were built, Rose Hill Grade School was no longer used as a school and was eventually torn down in the early 1990s. After completing grade school, students attended Kirkland Junior High, and then went on to Kirkland High School, both of which were located at the present site of Heritage Park in downtown Kirkland. As for how they got to school: "They walked, of course!"

Annexation to Kirkland

The Highlands was annexed to Kirkland in stages, beginning with the period after World War II. A section of the neighborhood from NE 100th Street to NE 104th Street and from the railroad right-of-way to 116th Avenue NE was annexed on December 15, 1947. Additional small areas were annexed in 1963; however, the majority of the neighborhood was annexed in 1967 (on May 15, 1967, and August 21, 1967) when I-405 was nearing completion. This consolidated all of the property west of I-405 into the City of Kirkland.

Construction of I-405

The idea for a bypass road to serve the growing population on the Eastside of Lake Washington started with the construction of Interstate 90 in 1940 when the engineers put in a two-lane overpass at I-90, where this future I-405 would be built. The overpass sat unused for 14 years until construction began in the 1950s. In the initial plans, the only access points to Kirkland from I-405 were those at Houghton (NE 68th Street) and to Juanita at Totem Lake (NE 124th Street). Due to complaints from the community regarding the limited connections, the Central Way (NE 85th Street) interchange was added to the project. An overpass across I-405 at NE 100th Street to provide emergency access as well as pedestrian and bicycle access between the North Rose Hill and Highlands neighborhoods was completed in 2002.

It has been reported that a number of homes that had been in the I-405 right-of-way were moved onto vacant lots in the Highlands Neighborhood. As far as is known, no comprehensive survey of those properties has been made.

Started in 1933, what would later come to be known as the Lee Johnson Chevrolet car dealership was originally located at the corner of Kirkland Avenue and Lake Street South. For a brief time, from 1964 to 1968, the dealership was located in the Highlands Neighborhood north of NE 85th Street to position itself near the existing two-lane highway that was replaced by I-405. That building was later moved and the current dealership was constructed in 1968 at the southeast corner of the Central Way/NE 85th Street I-405 interchange after the completion of the freeway.

Inventory of Historic Properties

In 1990, David Harvey conducted an initial survey of historic properties in the City of Kirkland. He identified four structures in the Highlands Neighborhood. In 1999 the City provided a grant to the Kirkland Heritage Society to conduct a professional inventory of properties that had initially been identified by the Society. One of the objectives of the 1999 inventory was to establish a ranking of the importance of the property. The 1999 inventory, done by Mimi Sheridan, identified 26 properties in the neighborhood and inventory forms were completed on 22 of them. Of these, five were assigned the highest priority – “Most Significant” – and six were assigned the second highest category of “Significant.” It should be noted that the inventory is a means to identify the community’s historic resources and that there is no regulatory impact on these properties.

Goal H-1: Preserve features and locations that reflect the neighborhood’s history and heritage.

Policy H-1.1:

Provide markers and interpretive information at historic sites.

Providing this information will enable future residents to have a link with the history of the area.

4. NATURAL ENVIRONMENT

Goal H-2: Protect and improve the water quality in the Forbes Creek and Moss Bay basins.

Policy H-2.1:

Undertake measures to protect stream buffers and the ecological functions of streams, lakes, wetlands, and wildlife corridors and promote fish passage.

The neighborhood is located within both the Moss Bay and Forbes Creek drainage basins (Figure H-2). Various small wetland areas and Moss Bay tributaries are located within the western portion of the neighborhood, and the major tributary of Forbes Creek passes through the north end of Highlands. Together, these sensitive areas constitute a valuable natural drainage system that serves the drainage, water quality, wildlife and fish habitat, and open space needs of the neighborhood.

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Cutthroat trout use all of the Forbes Creek stream sections downstream of Interstate 405. The main tributary of Forbes Creek crosses beneath the freeway in a culvert from the North Rose Hill neighborhood to Highlands. Within Highlands, downstream from the freeway in the wooded ravine, Forbes Creek is described as a hidden gem. Though the streambed is impacted by occasional high volume stormwater flows that it is forced to carry, the ravine section is vegetated with a fairly mature mixed forest and represents an unexpected, secluded, and little-known quality native habitat surrounded by the intensive human land uses of freeway, industry (to the north) and residential housing.

It should be a priority of the City and neighborhood to initiate and support efforts to enhance the biological integrity of these basins, such as promoting maintenance of native vegetation within buffers and providing continuous fish passage from Lake Washington to Forbes Lake and vicinity.

Trees provide visual relief and promote the natural setting integral to neighborhood identity.

The water quality and quantity characteristics in the Peter Kirk Elementary stream tributary of the Moss Bay Basin near the school appear to be decent although analysis has not been conducted. The quality of water in this stream contributes to the quality of water in Lake Washington. The feasibility of relocating the stream out of the railroad ditches upstream of the school and moving it farther away from the railroad into a more natural channel with native vegetation and reintroduction of cutthroat trout into the stream are opportunities worth investigating.

Policy H-2.2:

Develop viewpoints and interpretive information where appropriate on property around streams and wetlands if protection of the natural features can be reasonably ensured.

Providing education about the locations, functions, and needs of sensitive areas will help protect these features from the negative impacts of development and could increase public appreciation and stewardship of these areas. When appropriate, the placement of interpretive information and viewpoints will be determined at time of development on private property or through public efforts on City-owned land.

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Goal H-3: Preserve, protect, and properly manage the urban forest, which contributes to the forested nature of the Highlands Neighborhood.

Policy H-3.1:

Enhance and protect the tree canopy.

It is important to increase this valued tree canopy; therefore, additional trees are desired and encouraged to be planted on private property, and within public parks and rights-of-way. The incremental removal of trees over time degrades the stability and function of tree groves.

Policy H-3.2:

Encourage the preservation and proper management of trees adjoining I-405 and the railroad.

These trees provide a buffer for neighboring development from the freeway and railroad impacts.

Goal H-4: Protect potentially hazardous areas, such as, landslide, erosion, and seismic areas, through limitations on development and maintenance of existing vegetation.

Policy H-4.1:

Encourage clustered development on slopes with high or moderate landslide or erosion hazards (Figure H-3).

Clustering development on properties constrained by these hazard areas is encouraged in order to retain the natural topography and existing vegetation and to avoid damage to life and property. One way to accomplish clustering is through a Planned Unit Development, where retaining open space and the existing vegetation is a public benefit. On properties similarly constrained at the north end of Highlands, development was clustered to preserve the natural vegetation and minimize land surface modification.

Goal H-5: Protect wildlife throughout the neighborhood.

Policy H-5.1:

Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.

People in Highlands have opportunities to attract wildlife and improve habitat on their private property by providing food, water, shelter, and space for wildlife. The City, the State Department of Fish and Wildlife, and

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other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

5. LAND USE AND HOUSING

Highlands is an established single-family residential neighborhood.

Highlands is a well-established neighborhood that has predominantly low-density (five to six dwelling units per acre) single-family residential development throughout the northern and central areas of the neighborhood, with a medium-density multifamily zone at the south end. The land use is residential or parks and open space, and there are no commercial areas or schools located within Highlands. (Figure H-4)

Goal H-6: Promote and retain the residential character of the neighborhood and encourage a variety of housing styles and types to serve a diverse population.

Policy H-6.1:

Maintain the predominant detached single-family housing style in the Highlands Neighborhood.

The predominant housing style in the neighborhood is the traditional detached single-family home.

Policy H-6.2:

Allow innovative residential development styles when specific public benefits are demonstrated.

Public benefits are increased protection of hazardous areas, affordable or lower cost housing, or housing choice. Clustering on landslide and erosion hazard areas is encouraged by Policy H-4.1. The provision of housing options for a wide spectrum of income levels and lifestyles is also an important value to support and encourage. Rising housing prices and changing demographics throughout the City and region require strategies to promote alternative housing. Cottage, compact single-family, attached, accessory dwelling units, and clustered dwellings

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may also be appropriate throughout the neighborhood consistent with City-wide policies and regulations. Building and site design should be compatible with the existing single-family character of the neighborhood.

An example of a detached accessory dwelling unit.

Multifamily housing can provide the public with benefits of housing choice and affordability to Highlands residents.

Policy H-6.3:

Encourage medium-density multifamily development as a transition between low-density residential areas in Highlands and more intensive land use development to the west and south of the neighborhood.

The southern area of Highlands is currently zoned for multifamily at a density of 12 dwelling units per acre. The area has not been developed to its full capacity under this zoning, and has the potential to provide more multifamily units within this neighborhood.

6. TRANSPORTATION

TRANSIT

The Highlands Neighborhood is served by Metro Transit Route 238 that travels east/west along NE 87th Street and north/south along 114th Avenue NE, providing service through two of the three access points of the neighborhood. Metro Route 238 also offers limited service to Highlands students attending Lake Washington

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High School. This route runs once in the morning and afternoon into the center of the neighborhood along 116th Avenue NE, NE 100th Street, and 112th Avenue NE. There is school bus transportation provided within the neighborhood to kindergarten children only.

STREETS

Highlands has limited access. Within Highlands, the circulation pattern is a grid. Maintenance and enhancement of this grid system will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collectors and local streets; there are no minor or principal arterials within Highlands. See the description below and Figure H-5.

There are three vehicular access points to the neighborhood that are all located within the southern region of the neighborhood: a.) 114th Avenue NE (access from south); b.) NE 87th Street (access from west); and c.) 12th Avenue/110th Avenue NE (access from west). The latter two cross the railroad right-of-way for access to the neighborhood. There are gates and signals at NE 87th Street and a grade crossing with passive warning devices at the 12th Avenue/110th Avenue NE neighborhood access point.

A fourth access point is an overpass bridge over Interstate 405 at NE 100th Street for emergency vehicles, bicycles, and pedestrians. This overpass also links the Highlands neighborhood with the North Rose Hill neighborhood.

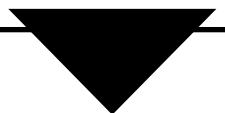


Figure H-4: Highlands Neighborhood Land Use

116th Ave NE, north of NE 87th Street, is unique as the only collector street that runs the entire length of the Highlands neighborhood from north to south. Extension of the sidewalk on the east side of 116th Ave NE, from NE 100th Street south to NE 95th Street, is a funded project.

Neighborhood Collectors: Numerous streets within the grid network of Highlands serve as neighborhood collectors. These streets connect the neighborhood to the arterial system and provide primary access to adjacent uses. Design standards for these streets call for two traffic lanes, a parking lane, curb, gutter, sidewalk, and landscape strip.

112th Avenue NE, north of NE 87th Street is a collector street up to NE 100th Street. It provides access to the western portion of Highlands.

110th Avenue NE is one of the three access routes into Highlands, connecting west to 12th Avenue across the railroad right-of-way.

NE 100th Street is a collector street between 112th and 116th Avenues NE.

NE 97th Street is a collector street for two blocks, from 110th Avenue NE to 112th Avenue NE.

NE 87th Street is a collector street that provides access into the neighborhood from the west across the railroad right-of-way.

114th Avenue NE is a collector that is an access route into Highlands north from NE 85th Street.

Goal H-7: Maintain limited vehicular access to and from the neighborhood.

Policy H-7.1:

Provide road improvements as needed on the three access routes into Highlands.

The Capital Improvement Plan for 2006-2011 identifies improvements to the intersection at NE 85th Street and 114th Avenue NE. These improvements include an increase of an additional left-turn lane so that there will be two left-turn lanes on southbound 114th Avenue NE to turn east onto NE 85th Street. There will continue to be one lane southbound on 114th Avenue NE for travel either straight or turning

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right. The intersection will also receive any needed improvements, such as sidewalks and walls, to accommodate the increased roadway width.

At present eastbound traffic on NE 85th Street turns left at 114th Avenue NE to enter Highlands. Current traffic volumes turning left into Highlands do not warrant at this time a left-turn phase; however, this could be considered in the future if needed.

Goal H-8: Manage traffic impacts within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.

Policy H-8.1:

Monitor existing traffic calming measures and provide additional measures as needed.

The southern region of Highlands receives more traffic volumes due to the southern location of the three neighborhood access points. Current traffic calming measures within the neighborhood include speed cushions. Additional measures should be developed as needed in cooperation with the Fire Department to accommodate emergency response needs and times.

Policy H-8.2:

Explore the possible extension of NE 104th Street (Figure H-6) as infill development occurs in this area.

An anticipated extension could be considered with future infill to provide better mobility through this portion of the neighborhood. Since sensitive area features are located nearby, the exact location will be determined at time of development during the permit process, when feasibility can be evaluated. If a vehicle extension is not required or is not feasible, pedestrian and bicycle connection still should be pursued.

Goal H-9: Avoid development of unimproved rights-of-way impacted by sensitive areas.

Policy H-9.1:

Maintain 110th Avenue NE, north of the existing street at 98th Avenue NE, as an unimproved right-of-way.

This unimproved right-of-way is impacted by sensitive areas and runs through Cotton Hill Park and should remain in its natural condition.

PEDESTRIAN/BICYCLE CIRCULATION

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The existing Active Transportation Plan (ATP) maps most of the planned bicycle and pedestrian infrastructure planned for a 10-year horizon. Those projects mapped in the Highlands NE neighborhood plan not shown in the ATP will be added during periodic updates to the ATP. Figures H-7 and H-8 show the existing and planned bicycle and pedestrian infrastructure in the Highlands neighborhood.

100th Street Emergency/Nonmotorized Overpass

City policy requires that all through streets have pedestrian improvements. Generally, these improvements include sidewalks, curbs, and landscape strips. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, the City should identify areas of need and install sidewalks through the capital improvement budget process. Pedestrian and bicycle infrastructure and access are important within this neighborhood, particularly to youth, due to limited transit and school bus routes. The proposed pedestrian improvements (Figure H-8) include those streets identified as school walk routes.

Bicycles are permitted on all City streets. Those routes identified for proposed bicycle improvements are shown on Figure H-7. Improvements may include a shared roadway, a designated bike lane with a painted line, or a shared use path for bicycle and pedestrian use.

Goal H-10: Encourage mobility and the use of nonmotorized transportation by providing appropriate facilities for pedestrians and bicyclists throughout the Highlands neighborhood and between neighborhoods.

Policy H-10.1:

Enhance and maintain pedestrian and bicycle infrastructure within the Highlands neighborhood, especially on routes to schools and activity nodes.

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The following streets should be improved with sidewalks, curbs, gutters, landscape strips, and bicycle improvements along their entire length:

116th Avenue NE serves as an important north-south spine through the length of the neighborhood with direct access to Forbes Creek Park and access only two blocks off this route to three neighborhood parks: Highlands Park, Spinney Homestead Park, and Cedar View Park. It also connects with two access routes from the west and south into the neighborhood.

NE 100th Street is designated as a Priority One route in the Active Transportation Plan and serves as an east/west link between Redmond and the waterfront in Kirkland. At Interstate 405, there is the NE 100th Street overpass, which provides emergency vehicle access and a pedestrian and bicycle route to link the Highlands and North Rose Hill neighborhoods. It serves as an important connection between the two north-south collectors of 116th Avenue NE and 112th Avenue NE and is used by students as a route to Kirkland Junior High School.

NE 97th Street is a designated school walk route to Peter Kirk Elementary, and sidewalks are needed on both sides to improve passage for children.

NE 87th Street is designated as a Priority One route in the Active Transportation Plan, provides access into Highlands at the railroad tracks, and connects with a second neighborhood access point at NE 114th Street. It also serves as an important connection between the two north-south collectors of 116th Avenue NE and 112th Avenue NE. As a route with high volume of vehicular traffic, it is important that the bicycle and pedestrian infrastructure be improved to meet the need for nonmotorized access into the neighborhood.

112th Avenue NE should be improved with sidewalks, curbs, gutters, landscape strips, and bicycle improvements between NE 87th and NE 100th Street. This collector street runs north-south in the western part of Highlands, and is a designated school walk route, with access off this route to Peter Kirk Elementary.

Policy H-10.2:

Promote greater pedestrian and bicycle connection between the Highlands and North Rose Hill and South Juanita neighborhoods.

Provide a nonmotorized connection across Interstate 405 at NE 90th Street as outlined in the Active Transportation Plan. Given the limited access points into Highlands, it is important to increase the neighborhood's connectivity with adjacent neighborhoods. A second overpass across Interstate 405 would help achieve greater connectivity to the North Rose Hill neighborhood.

The existing Emergency and Nonmotorized Overpass at NE 100th Street provides a connection between Highlands and the North Rose Hill neighborhood.

Explore the possibility of an emergency access route with pedestrian and bicycle access across the railroad right-of-way to Forbes Creek Drive at the northern border of Highlands (Figure H-6). The City should work with the owner of the railroad to provide an emergency only access route at the northern border of Highlands to improve emergency vehicle response time and to promote connectivity for pedestrians and bicyclists to the north.

Policy H-10.3:

Develop off-street trails for recreational use to promote greater connectivity within Highlands and to adjacent neighborhoods and areas.

Develop a shared use path along the railroad right-of-way as proposed within the Active Transportation Plan (ATP). The proposed shared use path along the railroad right-of-way for bicyclists and pedestrians is part of a larger trail network to link neighborhoods within Kirkland and to other cities. This route has been identified within the ATP as a Priority One corridor.

Expand the existing off-street trail network as opportunities arise with infill development because nonmotorized connections within Highlands and to adjacent areas are important to residents.

7. OPEN SPACE/PARKS

Within Highlands, there are a number of park and open space opportunities dispersed throughout the neighborhood. These parks and open spaces offer the benefits of passive and active recreation and serve a vital role in protecting sensitive and natural areas. They are briefly described below and shown in Figure H-9.

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Forbes Creek Park is a two-acre neighborhood park that was created as part of a Planned Unit Development and is located on 116th Avenue NE and NE 106th Lane. It was deeded to the City in 1981. It offers opportunities for active recreation through two unlighted tennis courts, one outdoor basketball court, and a children's playground. There are also open lawn areas and pedestrian paths.

Highlands Park is the oldest established public park within the neighborhood. This 1.4-acre park offers striking views of Lake Washington and the Olympic mountains. There are open space and opportunities for active recreation at this park: children /s playground, basketball court, and a baseball/ softball backstop.

Spinney Homestead Park is a seven-acre neighborhood park located at NE 100th Street and approximately 117th Place NE, just west of Interstate 405. The park has a large open lawn area that is used by youth Little League and soccer teams for organized practice and for informal recreation activities by neighborhood residents. The park also has a children /s playground, paved loop, and 10-stall parking lot.

The pedestrian and bicycle overpass across Interstate 405 at NE 100th Street connects Highlands with the North Rose Hill neighborhood and provides access to Spinney Homestead Park by those residents.

Cotton Hill Park is an undeveloped two-acre parcel located at the end of 110th Avenue NE at approximately NE 98th Street. It is within a sensitive area containing deciduous and evergreen trees and wetlands. Due to the presence of this sensitive area, the right-of-way within this area should remain undeveloped.

Cedar View Park is a small neighborhood park of 0.17 acres located at 11401 NE 90th Street. It consists of a small picnic area and playground equipment and is the most recently acquired park in Highlands.

A 1.53-acre public open space tract owned jointly by the homeowners within the Highland Creste development is located adjacent to the railroad right-of-way at the northern boundary of the neighborhood. Trail access along 116th Avenue NE to the residential area to the south adjoins this parcel. There may be potential for further development of this open space as a park when the proposed shared use path along the railroad right-of-way is developed.

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Goal H-11: Seek opportunities to improve existing parks and open space in the neighborhood.

Policy H-11.1:

Explore the possibility of a neighborhood-gathering place.

At present, there are no community buildings or schools within Highlands and, therefore, no community meeting places. Instead, Peter Kirk Elementary school serves this purpose. It is encouraged that the open spaces and parks within Highlands be explored as a possible and suitable location for a neighborhood-gathering place (e.g., picnic shelter).

Policy H-11.2:

Enhance parks facilities within Highlands neighborhood.

Explore improving drainage at Spinney Homestead Park, adding more play structures at Cedar View Park, and improving the facility at Highlands Park to benefit neighborhood residents.

8. PUBLIC SERVICES/FACILITIES

Goal H-12: Provide enhanced emergency service to the northern region of the Highlands neighborhood.

Policy H-12.1:

Provide enhanced emergency service (fire and police) through possible access across the railroad right-of-way at 111th Avenue NE to improve response time.

Fire Station 21, located at the corner of Forbes Creek Drive and 98th Avenue NE, serves the northern region of Highlands. Responders must travel south to 7th Avenue or NE 85th Street to enter the neighborhood and then travel back north. Since the national standard for fire response is to have two fire teams on site before entering the building for firefighting, the first team to respond must await the arrival of a second engine. An emergency access across the railroad right-of-way (similar to the emergency-only activated access at NE 100th Street and at 98th Avenue NE) would save approximately three to five minutes in response time from Station 21 to the northern area of Highlands. An emergency access to the north would also allow another way for emergency crews to exit the neighborhood to respond to other calls. Emergency response vehicles currently utilize the NE 100th Street in this manner. The reduced response times would also affect those calls in the neighborhood for emergency medical response saving three to five minutes on medical calls, such as heart attacks and strokes.

Shared pedestrian and bike access could utilize an emergency route (see Policy H-7.1). While emergency access is supported by the neighborhood, general vehicular access is not.

Addition or alteration of access to Highlands through this area would cross Forbes Creek. Any work should be coordinated with planned habitat restoration projects detailed in the City's 2005 Surface Water Master Plan Update.

Goal H-13: Ensure that water and sewer service is provided to new development.

Policy 13.1:

Provide potable water and sanitary sewers to new development in accordance with the Water Comprehensive Plan and the Sanitary Sewer Comprehensive Plan.

New development is required to install water and sewer service as a condition of development.

9. URBAN DESIGN

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Goal H-14: Preserve public view corridors from the neighborhood, especially those facing west to Lake Washington and the Olympic mountains.

Policy H-14.1:

Preserve the views of Lake Washington and the Olympic mountains from NE 104th Street, 112th Avenue NE, and 116th Avenue NE. (Figure H-10)

View corridors that lie within the public domain are valuable for the beauty, sense of orientation, and identity that they impart to neighborhoods. The Highlands public view corridors are to be preserved and enhanced for the enjoyment of current and future residents. One means of this may be the undergrounding of utilities.

The street system provides Kirkland neighborhoods with a number of local and regional views.

Goal H-15: Provide streetscape, gateway and public art improvements in the neighborhood that contribute to enhanced visual quality and a sense of neighborhood identity.

Policy H-15.1:

Use public and private efforts to establish and improve gateway features at the locations identified in Figure H-10.

Improvements, such as landscaping, signs, public art, structures, or other features, could be included at neighborhood gateways to provide a sense of neighborhood identity. Three neighborhood association kiosks, located near the entrance points to the neighborhood at 116th Avenue NE, 112th Avenue NE, and 110th Avenue NE, may also benefit from additional landscaping.

Policy H-15.2:

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Provide streetscape enhancement of pedestrian lighting and landscaping along NE 87th Street between the railroad right-of way and 116th Avenue NE.

An important entrance to Highlands is along NE 87th Street. It can offer greater neighborhood identity and an improved pedestrian environment through streetscape improvements.

Goal H-16: Promote high-quality residential design by establishing building and site design standards that apply to new multi-family residential development.

Policy H-16.1:

Establish building and site design standards that apply to all new, expanded, or remodeled multifamily buildings consistent with City-wide policies.

Building design standards should address building scale, mass, materials, and entries; service areas; roof treatments; pedestrian-oriented frontage; and relationship to adjacent land uses.

Site design standards should address building placement on the site; site access and on-site circulation by vehicles and pedestrians; site lighting; landscaping, including that for parking lots; signs; preservation of existing vegetation; and buffers between multifamily developments and single-family housing.

XV.M.

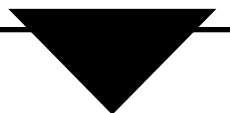
*From the crest of the western and northern
steep hillsides, territorial views of the
North and South Olympic Mountains*

*Lake Washington, and the Olympic
Mountains beyond are enjoyed.*

HIGHLANDS NEIGHBORHOOD

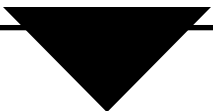
XV.M. HIGHLANDS NEIGHBORHOOD

*Grange Hall, formerly Acker's store,
was a high school building once.*



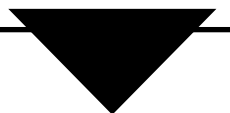
*Trees provide visual relief and promote the
natural setting integral to neighborhood
identity.*

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*An example of a detached accessory
dwelling unit.*

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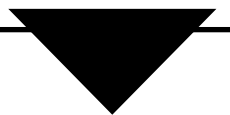
*Multifamily housing can provide the public
with benefits of housing choice and
affordability of Highland residents*

XV.M. HIGHLANDS NEIGHBORHOOD

*116th Ave NE, north of NE 87th Street, is
unique as the only collector street that runs the*

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*entire length of the Highlands neighborhood,
from north to south. Extension of the sidewalk
on the east side of 116th Ave NE, from NE
100th Street south to NE 95th Street, is a
funded project.*



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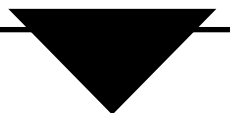
100th Street Emergency/Nonmotorized Overpass

Highlands Park is the oldest established public park within the neighborhood. This 1.4-acre park offers

striking views of Lake Washington and the Olympic mountains. There are open space and opportunities for active recreation at this park: children's

playground, basketball court, and a baseball/softball backstop.

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XV.M.

Spinney Homestead Park is a seven-acre neighborhood park located at NE 100th Street and approximately 117th Place NE, just west of Interstate 405. The park has a large open lawn area that is used by youth Little League and soccer teams for practicing, practice and for informal recreational activities by neighborhood residents. The park also has a children's playground, paved loop, and 10-stall parking lot.

The pedestrian and bicycle overpass across Interstate 405 at NE 100th Street connects Highlands with the North Rose Hill neighborhood and provides access to Spinney Homestead Park by those residents.

The street system provides Kirkland

neighborhoods with a number of

central and regional streets.

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